City of Seattle

Gregory J. Nickels, Mayor
Department of Planning and Development
D. M. Sugimura, Director

CITY OF SEATTLE
ANALYSIS AND DECISION OF THE DIRECTOR OF
THE DEPARTMENT OF PLANNING AND DEVELOPMENT

Application Number: 2307762

Application Name: Seattle Department of Parks and Recreation

Address of Proposal: 1500 NW Carkeek Park Road

SUMMARY OF PROPOSED ACTION

Master Use Permit for construction of one wooden bridge over a tributary of Piper's creek in an environmentally critical area within Carkeek Park. Project also includes trail maintenance.*

The following approval is required:

SEPA – for conditioning only - Chapter 25.05 Seattle Municipal Code.

SEPA DETERMINATION: [ ] Exempt [X] DNS** [ ] EIS

[ ] DNS with conditions

[ ] DNS involving non-exempt grading or demolition or involving another agency with jurisdiction

*Project was originally noticed, Master Use Permit for construction of two wooden bridges over the tributaries of Piper's creek in an environmentally critical area within Carkeek Park. Project includes slope stabilization and trail maintenance

**SEPA Determination of Non-Significance issued by Seattle Department of Parks and Recreation on February 11, 2004.

BACKGROUND DATA

Site Location:	In Carkeek Park near the southern boundary along the South Ridge Trail and southeast of the Metro water treatment plant.
Zoning:	Single Family 9600 (SF9600)
Parcel Size:	Carkeek Park is 216 acres
Existing Use:	Public Park
Zoning in Vicinity:	SF 9600 and SF 72000

Environmentally Critical Areas: Steep slope, Riparian Corridor, Fish and Wildlife Habitat Conservation, potential slide and flood prone.

Proposal Description

The project involves construction of one wooden bridge across an intermittent tributary of Piper's Creek located in Carkeek Park near the southern boundary of the park along the South Ridge Trail and southeast of the Metro water treatment plant. The new bridge is approximately 40 feet long and 5 feet wide and will be part of the Carkeek Park trail system. Glulam beams will be used as the main support to span the creek. The bridge will provide more direct access across the terrain and preserve the natural view characteristics of the trail. The bridge will replace current footpaths which switchback down the side slopes and through the un-named creek. The bridge will be built on a concrete pin pile foundation with steel pipe piles driven into the soil approximately 8 feet. A small amount of hand excavation will occur at each bridge abutment location to provide a compacted level surface for the piles. It is estimated that less than 2 cubic yards will be cut by hand. The cut material will be used for fill at the bridge landings to connect with the existing trail. The only access to the project site is via trails; therefore, small wheeled and foot traffic will be the only means of transporting personnel and materials to the site.

The project initially involved the construction of another bridge on the western tributary; however, DOPAR has omitted that from the project. The instability of the existing soils at the proposed west bridge location has been apparent at this location and identified in geotechnical reports. DOPAR has made the determination that the cost required to attempt to stabilize this area will not provide long term value.

Public Comments

Two public comments were received during the comment period which ended on June 9, 2004. A letter of support was received from the Carkeek Watershed Community Action Project. Another letter was received which raised concerns with how Pro Parks funds were being used for this project in that the bridges were very expensive. The letter described another type of bridge that is lower in scale and less expensive. This type of bridge was recently built over Ravenna Creek. The letter indicated that less environmental impact would be generated in that the proposed bridge requires heavy equipment and the lower scaled bridge would not. The SEPA documents indicate that most of the work for the proposed bridge will be done by hand to limit the size of machinery. It indicates that a jackhammer will be used to sink the piles, but no mention of heavy machinery has been disclosed or is anticipated.

ANALYSIS - SEPA

The environmental impacts have been analyzed in environmental documents prepared by Seattle Department of Parks and Recreation, which issued a Determination of Non-Significance for the project on February 11, 2004.

The Department is reviewing the environmental impacts of the proposal in order to impose further conditions if necessary. This proposal is reviewed under substantive SEPA authority. Disclosure of the potential impacts from this proposal was made in the environmental documents listed above. This information, supplemental information provided by the applicant and the experience of this agency with review of similar proposals form the basis of this analysis and conditioning.

The SEPA Overview Policy (SMC 25.05.665) clarifies the relationship between codes, policies, and environmental review. Specific policies for each element of the environment, and certain neighborhood plans and other policies explicitly referenced, may serve as the basis for exercising substantive SEPA authority.

Short-term Impacts

The following temporary or construction-related impacts are expected: (1) temporary soil erosion; (2) decreased air quality due to increased dust and other suspended air particulates during excavation, filling and transport of materials to and from the site as well as due to vehicle exhaust fro operation of construction equipment; (3) increased noise and vibration from construction operations and equipment; (4) slightly increased traffic and parking demand from construction personnel traveling to and from the work site; (5) temporary disruption of public access to the Carkeek Park trail system near the project site.

Several adopted codes and/or ordinances provide mitigation for some of the identified impacts. The Stormwater, Grading and Drainage Control Code regulates site excavation for foundation purposes and requires that soil erosion control techniques be initiated for the duration of construction. The Environmentally Critical Areas regulations provides rules to protect the public health, safety and welfare, promote safe development through the use of the best possible planning and engineering techniques, and prevents harm to the environment. The Street Use Ordinance requires debris to be removed from the

street right of way, and regulates obstruction of the sidewalk. Puget Sound Clean Air Agency regulations require control of fugitive dust to protect air quality. The Building Code provides for construction measures and life safety issues. Finally, the Noise Ordinance regulates the time and amount of construction noise that is permitted in the city.

Most short-term impacts are expected to be minor and of short duration. Most of the work, including the excavation, will be done by hand to limit the size of machinery onsite and limit impacts. A compressor used to power the jackhammer to sink the piles will be located at least 30 feet from both the work area and the stream. Construction personnel are expected to access the site from the Norcross entrance via a 15 foot wide pedestrian easement that connects to the park trail. The easement location is located along NW Norcross Way between two single family homes addressed as 1202 and 1204 NW Norcross Way. Compliance with the above applicable codes and ordinances will reduce or eliminate most adverse short-term impacts to the environment. However, impacts associated with earth, water quality, plants and animals, and noise warrant further discussion.

Noise

The project is expected to generate loud noise during the construction, specifically during the pile driving. These impacts would be especially adverse in the early morning, in the evening, and on weekends. The surrounding property is developed with single family homes that will be impacted by construction noise. To mitigate construction noise the SEPA determination disclosed that construction activity will be limited to the hours between 7:30 am and 6:00 pm on all non-holiday weekdays. The environmental checklist further indicates that weekend work and/or work before 7:30 am or after 6:00 pm on weekdays will not be permitted unless emergency or safety concerns dictate. A condition will be imposed that limits hours of construction to non-holiday weekdays between the hours of 7:30 AM and 6:00 PM. This includes staging and delivery of materials considering access to the site is in a residential neighborhood.

Water Quality/Plants and Animals/Earth

There will be grading activity and limited disturbance of earth in steep slope, within riparian corridor and wildlife areas. The project has been granted an ECA exemption from the requirements of the ECA pursuant to SMC 25.09.040E and 25.09.040F3f; however, the standards of the ECA still apply.

The ECA Ordinance and Director's Rule (DR) 3-93 require submission of a soils report to evaluate the site conditions and provide recommendation for safe construction in areas with steep slopes, liquefaction zones, and/or a history of unstable soil conditions. Pursuant to this requirement the applicant submitted geotechnical engineering studies prepared by the Seattle Public Utilities Materials Laboratory dated June 2003. The report evaluates the soil and site conditions and provides recommendations for earthwork, slope stability, bridge foundation and seismic considerations. The ECA regulations will sufficiently mitigate any adverse earth impacts; therefore no conditioning is recommended.

Erosion from loose soils could occur during construction so best management practices will be used during construction to minimize disturbance to existing slope and to control storm water runoff. Best

management practices will include; scheduling construction during the dryer months of the year, protecting exposed earth surfaces, working in small sections to minimize disturbance, minimizing the amount of time soils are opened for work, stabilizing areas as soon as they can be regarded and landscaping all exposed earth surfaces with suitable vegetation to prevent erosion.

The Stormwater, Grading and Drainage Control Code and the ECA code provides extensive conditioning authority with respect to temporary erosion control. DPD staff with expertise in geotechnical and biological issues has reviewed the project to ensure code compliance. The project has submitted a Joint Aquatic Resources Permit Application (JARPA) and requires a Hydraulics Project Approval from Washington Department of Fish and Wildlife. No further SEPA conditioning of long-term impacts is required.

Long-term Impacts

Existing trail that traverse the steep slope and crosses into the stream will be removed. The new trial and bridge will be located on less steep area and users will traverse over the stream and not through it. The area of disturbance and the old trail will be re-vegetated with native plants in accordance with the Carkeek Park Forest Management Plan. In light of that, no long-term impacts are anticipated for this project in that the project is expected to be beneficial to the environment.

CONDITIONS - SEPA

During Construction

The following condition(s) to be enforced during construction shall be posted at the site in a location on the property line that is visible and accessible to the public and to construction personnel from the street right-of-way. If more than one street abuts the site, conditions shall be posted at each street. The conditions will be affixed to placards prepared by DPD. The placards will be issued along with the building permit set of plans. The placards shall be laminated with clear plastic or other waterproofing material and shall remain posted on-site for the duration of the construction.

1. The hours of construction activity shall be limited to non holiday weekdays between the hours of 7:30 a.m. and 6:00 p.m. This condition may be modified by DPD to allow work of an emergency nature or allow low noise interior work. This condition may also be modified to permit low noise work (e.g., installation of landscaping) after approval from DPD.

Signature: (signature on file) Date: August 19, 2004
Jess Harris, AICP, Senior Land Use Planner
Department of Planning and Development

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